

wherein the turning mode adapts the body to be turned about the vicinity of a distal end of the cargo carrier table.

2. (Original) The cargo handling vehicle as set forth in claim 1, wherein the cargo carrier table is provided left and right at the front of the body; and

the body is adapted to be turned about a distal end of either of the left and right cargo carrier tables as the center of turn.

3. (Currently Amended) The cargo handling vehicle as set forth in claim 1, wherein the cargo carrier table is provided left and right at the front of the body; and

the body is adapted to be turned about, as the center of turn, substantially a central portion of a line connecting distal ends of the cargo carrier tables with each other.

4. (Original) The cargo handling vehicle as set forth in claim 1, wherein the cargo carrier table is provided left and right at the front of the body of the vehicle; and wherein the body is adapted to be turned about as the center of turn a position a predetermined distance frontward from the distal end of each of the cargo carrier tables.

5. (Original) The cargo handling vehicle as set forth in claim 1, further comprising a center-of-turn selecting section for selecting a desired center of turn from a plurality of centers of turn.

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appl. No. 09/993,511

6. (Original) The cargo handling vehicle as set forth in claim 5, the wheel is set at a predetermined angle according to an operation of a steering wheel when the center-of-turn selecting section selects a center of turn so that the body is turned about the center of turn selected.

7. (Original) The cargo handling vehicle as set forth in claim 5, wherein the wheel is automatically set at the predetermined angle when the center-of-turn selecting section selects a center of turn so that the body is turned about the center of turn so selected.

8. (Original) The cargo handling vehicle as set forth in claim 2, wherein the distal end of the left cargo carrier table is set as a center of turn when the steering wheel is turned counterclockwise in the turning mode; and the distal end of the right cargo carrier table is set as a center of turn when the steering wheel is turned clockwise.

9. (Original) The cargo handling vehicle as set forth in claim 1, wherein the cargo carrier tables are provided movably in longitudinal directions of the body, the cargo handling vehicle further comprising a position detecting section for detecting a position to which the cargo carrier tables are moved relative to the body; and a center-of-turn position calculating section for calculating a center of turn of the body based on the position of the cargo carrier tables detected by the position detecting section.

10. (Original) The cargo handling vehicle as set forth in claim 1, wherein the mode of the cargo handling vehicle is switched over from the turning mode to the normal running mode when the turn of the body is completed and the body is prohibited from running until the wheels are restored to a condition in which the body is allowed to move straight.

11. (Original) The cargo handling vehicle as set forth in claim 10, further comprising an information section for informing that the body is ready to run when the condition is restored in which the body is allowed to move straight.

12. (Currently Amended) A cargo handling vehicle comprising:

a body;

a wheel disposed to the body;

a cargo carrier table attached to an front end of the body, the cargo carrier table for carrying cargo; and

a mode switching section for switching over modes of operation between a normal running mode and a turning mode in which the body of the vehicle is turnable;

wherein the turning mode adapts the body to be turned about substantially a longitudinally and transversely central portion of the cargo carrier table as a center of turn.

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appl. No. 09/993,511

13. (Original) The cargo handling vehicle as set forth in claim 12, wherein the wheel is set at a predetermined angle according to an operation of a steering wheel so that the body turns about the center of turn.

14. (Original) The cargo handling vehicle as set forth in claim 12, wherein the wheel is automatically set to the predetermined angle so that the body turns about the center of turn.

15. (Original) The cargo handling vehicle as set forth in claim 12, wherein the cargo carrier table is provided in such a manner as to freely extend in longitudinal directions of the body, the cargo handling vehicle further comprising:

a position detecting section for detecting a position to which the cargo carrier table is moved relative to the body; and

a center-of-turn position calculating section for calculating a center-of-turn position of for the body based on the position of the cargo carrier table detected by the position detecting section.

16. (Original) The cargo handling vehicle as claimed in claim 12, wherein the mode of the cargo handling vehicle is switched over from the turning mode to the normal running mode when the turn of the body is completed and the body is prohibited from running until the wheel is restored to a condition in which the body is allowed to move straight.

17. (Original) The cargo handling vehicle as set forth in claim 16, further comprising an information section for informing that the body is ready to run when the condition is restored in which the body is allowed to move straight.

18. (Original) A cargo handling vehicle comprising:

a body;

a wheel disposed to the body;

a mode switching section for switching over modes of operation between a normal running mode and a turning mode in which the body is turnable; and

a center-of-turn selecting section for selecting a desired center of turn out of a plurality of centers of turn in the turning mode,

wherein the body is adapted to turn about a center of turn selected by the center-of-turn selecting section as a center of the turn.
